

JANUARY 2, 1922

# AVIATION

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## INDEX TO CONTENTS

Editorials .....	5	Night Flying at Bolling Field .....	14
Aeronautical Chamber of Commerce Organized ..	6	Coming Aeronautical Events .....	14
Eighteen Years of Flight .....	7	Christening the Army Airship Roma .....	15
Offices of Foreign Air Attaches .....	7	Diggins Flies .....	16
American Aviation in 1921 .....	8	Contenders for the Collier Trophy .....	16
Elias EM1 Expeditionary Airplane .....	9	"Who's Who in American Aeronautics" .....	17
In the Canadian Air Force .....	9	Glenn H. Curtiss Wins Seaplane Decision .....	19
Facts on Aircraft Insurance .....	10	Wright Engine Instruction Book .....	20
Commercial Aviation .....	11	New Year Greeting from Langley Field .....	21
Aeronautical Lessons from Europe .....	13	Foreign Aeronautical News .....	22

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## THOMAS-MORSE AIRCRAFT CORPORATION



Thomas-Morse Training 2-Seater  
in flight over Ithaca, N. Y.

## THOMAS-MORSE AIRCRAFT CORPORATION

















**Horace Moore Sherwood**

INTERESTING SERVICE RECORD. Horace Moore Sherwood, 3011 Third St., New York City, was born at New York City, N. Y., March 10, 1885. He is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

Public schools of Albany, N. Y., Phillips Exeter Academy, Exeter, N. H., and the United States Naval Academy, Annapolis, Md. He was graduated from the United States Naval Academy, Annapolis, Md., in 1907.

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**Brace Gardner Lightham**

LEIGHTHAM, BRACE GARDNER, is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

Public schools of Albany, N. Y., Phillips Exeter Academy, Exeter, N. H., and the United States Naval Academy, Annapolis, Md. He was graduated from the United States Naval Academy, Annapolis, Md., in 1907.

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**James Martin Curran**

CURRAN, JAMES MARTIN, Commercial Pilot, is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

Public schools of Albany, N. Y., Phillips Exeter Academy, Exeter, N. H., and the United States Naval Academy, Annapolis, Md. He was graduated from the United States Naval Academy, Annapolis, Md., in 1907.

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**Glenn H. Curtiss Wins Seaplane Decision****Circuit Court of Appeals Reverses Decision of District Court — Awards Curtiss Broad Patent on Flying Boat**

The United States Circuit Court of Appeals of the Second District on December 15, 1921, reversed the decision of the United States District Court of the Eastern District of New York and held that Glenn H. Curtiss was the first person to invent and operate a seaplane and granted him a broad patent on flying boats and his several kind the broad patent thereof.

The decision is regarded as one of the most significant developments in aviation since the adjudication of the Wright patents, as it was the first time that the broad patent of the United States, not only for the first practical flying machine—granted almost from the ground and back to the present, but also from the water and back to the water, as well.

Andrew, Merrill Hough, Marvin F. Johnson, and John H. May, were on the bench, Judge Hough writing the opinion. The decision was rendered speedily against patent No. 1,521,228, which was issued to Alfred S. Jones, of Staten Island, on Aug. 15, 1916, and has been the subject of controversy in the Patent Office and the courts since 1903.

**Great Pioneer Work**

After the Wright brothers successfully demonstrated a seaplane, the next decision was in reference to the design of taking off from and alighting on the water. Glenn H. Curtiss had been working on this idea as far back as 1898. He, too, had independently conceived the idea of getting off the water with a "tripler" gear, but failed in his attempt, recently working his machine matching his final attempt. The court has held that Mr. Curtiss has been shown to have been the first man in the world to successfully take off from and alight upon the water. A situation of international importance is thus created.

Mr. Curtiss' work was carried on at his plant at Hammondsport, N. Y., as early as 1915 when preparing for the flight across the Hudson from Albany to New York, he had successfully alighted upon the water in a series of previous attempts. In the summer of 1915, he had successfully alighted upon the water in a series of previous attempts. In the summer of 1915, he had successfully alighted upon the water in a series of previous attempts.

In 1901 he built and successfully operated the world's first seaplane, the "Curtiss", on the Hudson River, and in 1902 he built and successfully operated the world's first seaplane, the "Curtiss", on the Hudson River, and in 1902 he built and successfully operated the world's first seaplane, the "Curtiss", on the Hudson River.

**The Jones Patent**

On Aug. 24, 1911, Mr. Curtiss filed application for a patent on the boat hull structure which has since been demonstrated and is now being used by many of the latest types of all subsequent seaplane hull designs throughout the world.

On January 30, 1912, the very day that Mr. Curtiss' rights were being publicly asserted in New Haven, where a Jones seaplane had been built, a seaplane was also being built in New Haven, where a Jones seaplane had been built.

On July 10, 1915, Jones filed a subsequent application substituting for the previous application, but retaining the date of the first.

When Mr. Curtiss made application on Aug. 22, 1911, his application was directed with the prior application of Mr. Jones, but the Engineers deemed as favor of Mr. Curtiss. The Board of Engineers on Civil revised the decision in favor of Jones and the decision of the Board in favor of Jones was reversed. It is in favor of Curtiss. Jones carried the case to the Court of Appeals, of the District of Columbia, and was the decision by a majority of the court, after which Jones' patent was issued.

Mr. Curtiss then took the fight into the U. S. District Court to compel the Commissioner of Patents to grant him a patent for the invention. Judge Chatfield, in 1910 determined the fight before that Jones was entitled to the invention.

Another appeal was taken by Mr. Curtiss to the United States Circuit Court of Appeals of the Second District, and the District Court was reversed.

Judge Hough, in his decision, declares the fundamental point to be whether Jones, in his original application, of Jones' first, did not use a seaplane or flying boat, and then reversed the decision. "Decision" was in the District Court of Appeals and the Lower Court, and the decision of the District Court of Appeals was reversed. It is in favor of Curtiss. Jones carried the case to the Court of Appeals, of the District of Columbia, and was the decision by a majority of the court, after which Jones' patent was issued.

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**George Clark Barrett**

BARRETT, GEORGE CLARK, Doctor, lives at 1000 Madison Ave., New York City, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

Public schools of Albany, N. Y., Phillips Exeter Academy, Exeter, N. H., and the United States Naval Academy, Annapolis, Md. He was graduated from the United States Naval Academy, Annapolis, Md., in 1907.

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**Gordon Huthamer Ranscher**

RANSCHER, GORDON HUTHAMER, is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

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**George Ronald Dickson**

DICKSON, GEORGE RONALD, is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers, and is a member of the American Society of Naval Engineers.

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## Foreign Aeronautical News

## China

General Foa Chin Yang has been appointed Director of the Aeronautical Department.

T. R. Chang, a returned Chinese student from the United States, has been engaged by the Aeronautical Department as a pilot instructor at the Nanchang Flying School. He is a graduate of the Virginia Military College and has received a complete course of instruction in Aeronautics in the Dugway Aviation School. He has passed the examination for International Pilot's License.

The system between Peking and Tientsin of the Peking Shanghai Air Line has been carrying mail regularly since July 1st. It is now planned to carry passengers also, the line for a shuttle trip, either direction, twice a week.

On June 27, a "Very Commercial" mail in Chinese "Ta Ping" or "Great Peace," had two trial flights between Peking and Tientsin, a distance of 180 miles, without accident. The speed of the rather rough weather, the machine accomplished her maiden trip between these two points in 3 hr. and 15 min. The return trip from Tientsin to Peking occupied 2 hr. and 35 min. its progress being retarded by a strong southern gale.

## France

From France it is reported that the French Air Ministry has recently acquired a new aerial light-house which is said to outpace anything that has hitherto been attempted in this way of lighting up the air routes. The new light-house, which it is stated is to be erected on Mt. Abruzzi, near Dijon, at an altitude of 1,000 ft., shows an light, will throw a light which, in place of light, it is expected will be visible for a distance of 200 miles.

## Mexico

According to the New Orleans Bureau of Commerce, reported by the Department of Commerce, commercial aviation in Mexico is rapidly expanding, and the growing growth of the increasing importance of this branch of the automotive industry. The Secretary of Communications of Mexico, according to 21 Congress of Sept. 1, 1921, has made arrangements with a foreign company with a view to establishing an aerial transportation service for passengers and cargo between Mexico City and Tampico. The operating company, made the first trip with passengers, mail, and cargo on Sept. 1, 1921, 219 ft. from Mexico City to Vera Cruz and 3 ft. automatic. This service is to be operated by the Mexican Government, the service will be extended to include San Luis Potosi, Monterrey, Laredo and Matamoros. A special service will be established between Tampico and Laredo and the City of Chihuahua is definitely planned. The distance between the two points is approximately 230 miles, and the journey takes 10 hr. to go and 12 hr. to return. The airplanes, which will be piloted by American aviators, are expected to make the journey in less than two hours. Special flights are planned to visiting Mexico and other aviators, planes, with the consent of the Mexican Government. The landing fields in Mexico City, have been chosen, and permission has been obtained from the authorities of El Paso to use the field of Fort Bliss near the frontier, for landing purposes.

## The Netherlands

From a traffic point of view it appears that Amsterdam has become the third largest air port in Europe. During the period between April 14 and Oct. 3, no fewer than 1,000 machines passed in and out of the station and carried, in addition to large quantities of goods and mail—1,551 passengers.

## Spain

It appears that the Government of Spain is taking considerable interest in aviation. Recently, it is reported, aviators have been engaged in various provinces, and machines are being or are to be exported from France and England to Barcelona. As the roads are not the best, surplus services should have the effect of speeding up considerably the inter-continental air between the various provinces.

## Where to Fly

## CALIFORNIA

SAN FRANCISCO, CALIFORNIA  
EARL P. COOPER AIRPLANE & MOTOR CO.

## MASSACHUSETTS

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FOREST PARK, ILLINOIS

## INDIANA

One of the largest and best equipped flying fields  
CURTISS-INDIANA COMPANY  
Schuylkill, Indiana  
ALL TYPE OF CURTISS PLANE.

## MASSACHUSETTS

BOSTON AND SPRINGFIELD, MASS.  
EASTERN AIRCRAFT CORP.  
315 FIRST ST., BOSTON, MASS.

## MINNESOTA

WHITE BEAR LAKE, MINN.  
The Twin Cities and other points  
Harold G. Peterson Aeronautics Company  
SCHOOL OF AVIATION

## NEW JERSEY

NEW JERSEY NEW YORK AIR TERMINAL  
See above - 4 miles from Times Square.  
Lenses on ships that cannot land upon. Flights around 110 ft.  
CHAMBERLIN AIRCRAFT  
Newark, N. J. 200 Broadway, N. Y. City.

## NEW YORK

CURTIS FIELD, GARDEN CITY, LONG ISLAND  
NEW YORK FIELD, BEAUFORT, N. Y.  
CURTISS AEROPLANE & MOTOR CORPORATION

## NEW YORK

AERONAUTIC AIRWAYS, INC.  
Times Building, New York  
31 Passenger Flights, 5 passengers, open and enclosed flying boats. - Flights to New York and Lake Geneva.

## OHIO

DAYTON, OHIO.  
Dayton, Dayton, Ohio and other points. Dayton, Ohio.  
JUNIOR AIRCRAFT & SUPPLY CO.

## OREGON

LAND OR WATER FLYING  
OREGON, WASHINGTON AND IDAHO AIRCRAFT COMPANY  
PORTLAND, OREGON

## PENNSYLVANIA

Flight School and Commercial Aviation  
Official Flying Club and Air Club of Pennsylvania  
PHILADELPHIA AERO-SERVICE CORPORATION  
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## WISCONSIN

COLLETT-WISCONSIN AEROSPACE CO.  
FLYING SCHOOL  
Milwaukee Air Port  
CHAS. E. WEDERBERG

## NEW YORK

See above - 4 miles from Times Square.  
Lenses on ships that cannot land upon. Flights around 110 ft.  
CHAMBERLIN AIRCRAFT  
Newark, N. J. 200 Broadway, N. Y. City.

If you are one of the companies in your state having lost their license for passenger carrying, flight training and special flights, you should be registered in WHERE TO FLY.

25 Centime Insertions \$220.00



From photo by  
Edmund W. Underhill  
New York.

## Loening Flying Yacht —A Double Winner

The clipping reproduced from the New York Tribune tells of the latest achievement of the Loening Flying Yacht.

This sturdy plane is a double winner. For, three weeks before making this speed record, the established a new altitude record for her class. Carrying pilot and three passengers, she soared her way skyward until the scaled barograph registered 19,500 feet.

Long months of painstaking experiment in design—careful testing of materials to be used in construction—prompted these achievements. Every effort was expended to obtain the finest equipment. And it is a significant fact that the Loening Flying Yacht is

Valued, of Course!

VALENTINE'S  
**VALSPAR**  
The Finest and Most Perfect

VALENTINE & COMPANY

Largest Manufacturers of High-Grade Paints in the World—Established 1890  
New York Chicago Boston Toronto London Paris Amsterdam

W. F. FLEISCHER & Co., Pacific Coast



# The Farman

"THE MARVEL OF THE AIR"  
PROVES ITS TITLE WHEREVER IT FLIES

At BALTIMORE, MD. 24 Aero Exhibit - Baltimore Flying Club Dec. 10th.  
Baltimore American - Dec. 11th.



WILLY DETECT A FOUR-ENGINEER

At BRUSSELS, BELGIUM - Sept. 3-6-16 Aero Club of Belgium Flying Meet. Winner of International Touring Airplane Contest with a 20% higher score than its nearest competitor in a field including the best French, English, Italian, Dutch, etc. Touring Airplane.

At OMAHA, NEBR. International Aero Congress Meeting - Nov. 4th - 8th.  
Omaha World Herald - Nov. 5th.



Spares locations permit the getting of only a very few minutes in the emergency when necessary. The wonderful performance of all the Farman winners by prominent officials, unassisted men and good representation. Best records of the flight in Europe, France, Russia, etc. New York and Washington will appear in following columns of Aviation.

TYPE: Two-engine Touring - Motor New Aviacon - from value \$2 H.P.

Two-engine Sport - Motor New LeBlanc dual-option 30 H.P.

Price \$4850.

Price includes flying instruction. Order NOW for immediate or Spring delivery.

**WALLACE KELLETT CO., Inc.**

WIDENER, BUILDING

PHILADELPHIA, PA.

*Curtiss*



CURTISS NAVY RACER

## WORLD'S RECORD

"Curtiss" Navy Racer with "Curtiss" CD-12 Motor

AMERICAN LEGION CONVENTION, Kansas City  
INTERNATIONAL AERO CONGRESS, Omaha

October 31st, to November 5th, 1921

### "CURTISS" Firsts

LEGION JUNIOR DERBY

FREE-FOR-ALL

PULITZER TROPHY RACE

OMAHA 90-MILE RACE

95.

Casey Jones in "C-6 ORIOLE"

Lloyd Bertand in "K-12 BALLELLA"

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